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Hongkong, 1st August, 1901. [1940]

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Hongkong, 31st July, 1901. [1922]

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Hongkong, 17th May, 1895. [1271]

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No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
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AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

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SPORT AND ANECDOTE.

BY AN OLD FOOTY.

A QUESTION FOR THE RECORD JUDGES.
The Anglo-American amateur champion
sprinter, A. F. Duffy, was announced to run
at Crove and at Leicester last Saturday after-
noon, but as he was, unlike Sir Boyle Roche's
famous bird, unable to be in two places at the
same time, he elected to take part in the 100
yards invitation race at the Leicester In-
ternational Gala. Several speedy men, such for
instance as F. M. Crow, of Hull, could have
tested their pace against the champion, but they
possibly thought discretion the better part
of valor, and only J. McLean, who is the
champion of Scotland, and Tremear, of the
London Polytechnic, were so brave as to try
conclusions with Duffy. The event was run
in a single heat over an excellent grass track,
which was measured and found to be six inches
over the exact 100 yards. As the American had
announced his determination to try and lower the
English record, there was tremendous interest in
the race, and no fewer than three watches were
held by timekeepers selected by the committee.
Duffy, who is a powerfully built little fellow,
is, as I have said before, the quickest man into
his running I ever saw. After traversing 50
yards there was daylight between him and his
opponents. McLean and Tremear struggled
desperately, but the former, who is said to be
capable of even time, was beaten by three yards,
with Tremear a few inches behind the Scottish
Bluebeard Harrier. All the watches made
Duffy do 9 4-secs., and if this be accepted by
the Records Committee of the Amateur
Athletic Association, we have for the first
time in this country had the ten yards per
second beaten. If the performance be passed,
the event is the more remarkable because
"going" was grass, and not cinders. Of course
there are more so-called records for the 100
yards than any distance on the books. Thus at
Baltimore, Maryland, on August 9th, 1874, R.
Pike was said to have run 100 yards in 8 1/2 secs.,
while E. Donovan is alleged to have accom-
plished 9 3-secs. at Boston, on September 2nd,
1895. Yet again, the Colonial, F. S. Hewitt, is
said to have completed 100 yards on grass at
Melbourne, Victoria, in 9 1/2 secs. on March 4th,
1870. But there is no doubt that J. Owen, jun.,
at Washington, in 1890, W. T. MacPherson at
Auckland, N. Z., in 1891, J. H. Hampton at
Christchurch, N. Z., in 1892, B. J. Wefers at
New York in 1895, and H. M. Johnson at
Cleveland, Ohio, in 1896, have each accomplished
9 4-secs., but whether anyone ever set up this
time on grass I do not know. But the reader
will note that all these remarkable times have
been accomplished in a rarer atmosphere than
we get in England, and in very hot weather.
Possibly the tropical conditions we had in Great
Britain on Saturday assisted Duffy, for it was
a very favourable day for would-be record-
breakers. So far as I know it has only been
suggested that three amateurs in England have
ever accomplished the feat now credited to
Duffy. Some years ago, I believe it was in
1895, A. R. Downer and C. A. Bradley were
each supposed to have done 9 4-5 secs. in a
double dead-heat they ran upon a wet day on
the Victoria Grounds, Stoke. Again, it was
said that during last spring A. E. Hind, the
powerful Cantab, had beaten even time by two
yards, but the Amateur Athletic Association
rejected all these times. Therefore shall I be
very curious to see if Duffy's figures are
accepted.

THE QUARTER-MILE CHAMPION.
Reggie Wadley and Maxey Long, the holder
and ex-holder of the Quarter-mile Champion-
ship of England, met to run their match at the
sports of the Crove Alexandra football club
last Saturday, and Wadley, the Bourne farmer's
son, again defeated the American, amid tremen-
dous cheering, by a yard in 50 3-5secs., which
composes 111 with the 49 4-5secs. accomplished
at the A.A.A. festival at Huddersfield. This,
however, must not be taken as denoting any
decline in either man, for a match is entirely
different from a race. This was a match,
whatsoever may be said to the contrary, as Wad-
ley objected to a third runner, by name E.
Harrison Kenyon, of Manchester, competing.
But under the laws controlling this sport
matches are forbidden without special permis-
sion of the governing authorities. However,
that is not my immediate concern, although one
could say a very great deal on the subject. I
am at present more concerned with the fact
that Wadley again conquered Long, whom he
allowed to lead until the last bend to the
straight. Then the Englishman sprinted,
but Long gamely responded. Twenty yards
from the tape the rivals were level, but Wadley
ran at 100 yards' pace and scored, as said, by a
yard. The finish was desperate to the extreme,
and the result is very gratifying to our insular
pride considering the great deeds of Long last
autumn in America. All the same, I doubt if
Long is yet quite fit.

THE CYCLING CHAMPIONSHIPS.
The second batch of championships decided
under the auspices of the National Cyclists'
Union were brought to issue on the Aston
Lower Grounds, Birmingham, on Saturday.
The five miles was carried off by C. Pease, the
Dublin wheeler, from his fellow-Irishman R.
Reynolds, who, however, had some compensation,
as he secured the twenty-five miles race. I
fear, however, that cycle racing in England is
not very popular, for after all it is rather
monotonous, and there is no denying that the
littering of competitors kills the interest which
should exist. Pease, it will be recalled, won
the one mile amateur championship this year at
Bristol, so that in this respect he followed in
the footsteps of some capital racers, such as H.
L. Corrie, G. Lacey Hillier, Percy Furnivall,
W. A. Illston, Herbert Synner, Fred Osmond,
A. Zimmerman and Alfred Watson, all of whom
held the one and five miles' championship, but
in the days of some of these giants of the wheel
there was real interest in wheeling on the path.

THE GREAT WILLIAM GUNN.
Several cricketers advanced in years have
during the present season hit the highest score
of their careers, but really the recent perfor-
mance of William Gunn is the most remarkable
I have read of for many a long day. When we
recall the long roll of brilliant batsmen who
have played for Nottingham—when we think of the
old lion of the North, George Parr, of dapper
Dickie Duff, of the inscrutable and imperturbable
Arthur Shrewsbury, to say nothing of
Barnes and Osoeff, Gunn achieved no barren
honour when his 273 against Derbyshire the
other day was placed on the books. This is
not only his individual record, but the highest
innings ever played by any Nottingham man. So,
metaphorically, I take my hat off to William
Gunn, who completed his forty-second year on
the fourth of last December. He first played
for his native county in the season of 1880, and
took part in the memorable match against the
Australians which, after the keenest and most
exciting contests ever seen, ended in a victory
for Nottingham by a result chiefly due to
a marvellous innings by Arthur Shrewsbury,
who was carried off the field in triumph. Gunn
took part in the match M.C.C. v. Twenty-two
Colts of England, played at Lord's, May 10th
and 11th, 1880, and going in at the fall of the
sixteenth wicket compiled the highest score of
the match, 32 not out. A week later he ap-
peared at Trent Bridge for Nottingham v.
Yorkshire Colts, and was run out after scoring
70. Singularly enough this score was exceeded
by one run by Arthur Smith, who for several
years was one of the most consistent batsmen
appearing for Lancashire. Gunn was at once
drafted into the team, his first appearance
being against Surrey at Trent Bridge on June
3rd, 4th, 5th, 1881. Playing throughout the
season he took part in twelve matches, eight of
which were won by Nottingham, three drawn, and
one lost. He obtained in the aggregate 162
runs, with an average of just over 10. Since
that time, except on rare occasions—when pre-
vented by illness, he has continuously appeared
for his native county, and his phenomenal per-
formances for it during that period form a
prominent feature in its annals. One cannot
speak too highly of his loyalty to Nottingham. In
conjunction with his old-time comrades Arthur
Shrewsbury and the lamented Wm. Barnes,
probably the finest all-round professional
cricketer ever seen, they formed the mainstay
in batting for many years. Gunn's personal
achievements have afforded the keenest pleasure
to thousands of his fellow-townsmen, by whom
he is held in high esteem both as cricketer
and as citizen. His face and stalwart form—
he stands 6ft. 3in. high—are better known in
the streets, of that sport-loving city by the
Trent than that of the Mayor himself, and
every school-boy is proud because he knows and
feels a sense of proprietorship in "Billy Gunn,"
the greatest cricketer and not so very long ago
the greatest footballer.

THE ENGLISH CRICKETER ABROAD.
I fancy Mr. Archibald MacLaren is experi-
encing considerable difficulty in completing his
team for Australia, and up to the time of writ-
ing only Gilbert Jessup, Tom Hayward, Dick
Lilley, John Tyldesley, and Willie Quaife have
definitely engaged for the long journey. All
these are good batsmen, and all save Tyldesley
change bowlers. But where are the first class
bowlers to lead off the attack? Echo answers
where. This will be the great difficulty of the
Lancashire captain, who is, moreover, himself
terribly out of form. Nor must it be forgotten
Mr. MacLaren has yet to choose a second wicket-
keeper. I hear now that Mr. B. J. T. Bosanquet
has promised to take an English amateur com-
bination out to America next autumn, while
another team is to visit the West Indies in the
near future. The delight of the English
cricketer seems to be to teach other people to
play his particular national pastime in order
that they may be trained to perfection, and
then come to England and wallop the poor old
Mother Country. The Australians supply a
case in point. Poor old England! Whatever
will MacLaren do?
London, 27th July, 1901.

SANITARY BOARD.
OWNERS OF HOUSES situated in the
Western Division of the City of Victoria
and in the Eastern Division of Kowloon, who
have not had their premises LIMED, WASHED
and CLEANSED in accordance with law, are
remindeed that the period during which the
work should be finished ends on the 31st day
of August, 1901, and the Sanitary Board being
convinced of the necessity of CLEANLINESS
in its efforts to STAMP OUT PLAGUE is
determined to RIGOROUSLY PROSECUTE
any Owner in default after the above-named
date.

The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that part of the Kowloon
Peninsula to the East of Robinson Road, and
includes Hung Hom and part of Tsim Sha
Tsui.

By Order,
G. A. WOODCOCK,
Acting Secretary.
Sanitary Board Office,
1st August, 1901. [1943]


COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.
WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [165]

FOR SALE.
RURAL BUILDING LOT No. 1, situated
upon MOUNT GOUGH, the "PEAK,"
together with the FOUR HOUSES standing
thereon. The Owner is prepared to accept an
offer for the whole Lot or to sell the Houses
separately, subject to the existing tenancies.
Any portion of the purchase-money can remain
on Mortgage at 8 per cent. per annum.
For detailed particulars apply to—
DENNIS & BOWLEY,
Solicitors,
Supreme Court House,
Hongkong, 26th August, 1901. [2171]

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JEWELRY, PEARLS, DIAMONDS,
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BRONZES and CARVED-IVORY WARE,
FINE SILKS and GRASSCLOTHS
General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
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Note—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary). [1811]
Hongkong, 18th April, 1901.

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CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS,
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
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FOR
1901.
THE THIRTY-NINTH ANNUAL ISSUE.

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with facts concisely set out, and containing statistics of the TRADE of each Country and
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SOLE AGENTS for Fukunaga, Hokoku, Ichimura, Kanada, Kichina, Mannoura, Onoura,
Otsuji, Tokujiyama, Tsubakuro, Yoshinomi, Yoshio, Yonokihara, and other Coal Mines.
N. INUZUKA, Manager. [1381]
Hongkong, 1st August, 1901.

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"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

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ATC
A GENTLEMAN'S
SMOKE
Supplied in Three Grades.
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PACKED IN
AIR TIGHT VACUUM TINS
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AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PYRENEUS"	On 5th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGANEMNON"	On 19th September.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

(Taking Cargo at London Rates)
The S.S. "TYDEUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN on 29th inst. p.m.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

Hongkong, 29th August, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGSHA"	On 30th August.
CHINKIANG & SHANGHAI	"KUKIANG"	On 31st August.
TIENTSIN	"NANCHANG"	On 31st August.
Kobe & MOJI	"KANSHU"	On 31st August.
TIENTSIN	"FOOCHOW"	On 3rd September.
NAGASAKI, Kobe & MOJI	"TIENTSIN"	On 3rd September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 14th August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR EASTERN, WESTERN, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"MASSILLIA"
Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this office for Bombay, on SATURDAY, the 31st August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. BIRCHIE,
Superintendent.
Hongkong, 19th August, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 1st September.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 26th August, 1901. [17]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship
"MAIZURU MARU,"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 4th September.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 24th August, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Tross, Port Darwin and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd August, 1901. [2109]

FOR NEW YORK.

THE 3/3 A II American Ship
"L. SCHEPP"
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.
Hongkong, 18th July 1901. [1414]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
I. F. CHAPMAN, American ship, Chapman.
Arnold, Karberg & Co.
L. SCHEPP, American ship, C. S. Kendall.
Carlowitz & Co.
SEA WYCK, American ship, Howes.—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DOERIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 16th August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ATAKA"
will be despatched for the above port on or about 10th September.
To be followed by the Steamship
"ANAPA"
about 15th October, 1901.
For Freight, apply to
SHEWAN TOMES & CO., Agents.
Hongkong, 16th August, 1901. [206]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU,"
Captain S. Ateuni, will be despatched for the above ports on WEDNESDAY, the 11th September, at DAWN.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 28th August, 1901. [19]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED; having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.
For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & CO., Agents.
Hongkong, 25th July, 1901. [1624]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [14]

VESSELS ON THE BERTH.

VESSEL ON THE BERTH

FOR NEW YORK.

THE 3/3 A II American Ship
"MANUEL LLAGUNO"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN TOMES & CO., Agents.
Hongkong, 14th July, 1901. [1753]

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, 22nd inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th August, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th August, and THURSDAY, the 29th August, at 9.30 A.M.
All claims must reach us before the 4th September, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 22nd August, 1901. [9]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LONGSHIPS"

CONSIGNEES of Cargo ex-s.s. Longships from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. Prinz Heinrich, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.
Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & CO., Agents.

Hongkong, 23rd August, 1901. [2155]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM TACOMA, VICTORIA, YOKOHAMA, MOJI, VLADIVOSTOK AND PORT ARTHUR.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th August, 1901. [11]

STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex-s.s. Indus, and from Bagdad, ex-s.s. Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, the 26th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 2nd September, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 2nd September, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 2nd September, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN, Acting Agent.
Hongkong, 26th August, 1901. [2]

HONGKONG.

Ariake Maru, Jap. str., 2,193, Susaki, Aug. 26.
M. B. Kaisha
Athenian, British str., 2,440, Mowat, Aug. 23.
C. P. E. Co.
Braemar, British str., 2,316, Watt, Aug. 26.
Dodwell & Co., Limited
Changsha, British str., 1,463, Moore, Aug. 28.
Butterfield & Swire
Clara, German str., 675, Ulstrup, Aug. 26.
Jubben & Co.
Crown of Aragon, British str., 1,474, Dorward, Aug. 20, Gilman & Co.
Daichi Maru, Jap. str., 980, Kinano, Aug. 26.
M. B. Kaisha
Daichi Maru, Japanese str., 900, Ogata, Aug. 23.
Daphne, German str., 1,290, Schipper, Aug. 27.
Siemssen & Co.
Diamante, British str., 1,254, Rattenbury, Aug. 26.
Shewan, Tomes & Co.
Felding, British str., 933, Gordon, Aug. 28.
A. R. Martv
Kaga Maru, Jap. str., 3,460, Ekstrand, Aug. 24.
Nippon Yusen Kaisha
Hailong, British str., 703, Bathurst, Aug. 23.
Douglas LaPraik & Co.
Hakata Maru, Jap. str., 3,312, Sommer, Aug. 27.
Nippon Yusen Kaisha
Hansung, French steamer, 768, Merlees, Aug. 26.
A. R. Martv
Hinsang, British str., 1,536, Lake, Aug. 27.
Jardine, Matheson & Co.
Hipsang, British str., 1,540, Crockett, Aug. 27.
Jardine, Matheson & Co.
Katsuyama Maru, Jap. str., 405, Hayashi, Aug. 20, Chinese

Ossang, British str., 1,787, Davis, Aug. 16.
Jardine, Matheson & Co.
Pelayo, British steamer, 1,108, Fryn, Aug. 23, Chinese

Peru, American steamer, 3,528, August 23, P. M. S. S. Co.
Phra C. C. Kiao, German str., 1,012, Unsworth, Aug. 25, Butterfield & Swire
Farmanag, German str., 1,200, Calder, Aug. 26, Melchers & Co.
Protector, Norw. str., 1,669, Thorsen, Aug. 26, Shewan, Tomes & Co.
Rein, Norw. str., 725, Hans Olson, Aug. 23, Order

Suisang, British str., 1,776, Todd, Aug. 28.
Jardine, Matheson & Co.
Sullberg, German str., 732, Jessen, Aug. 24, Siemssen & Co.
Tachibana, German str., 862, Rehar, Aug. 23, Butterfield & Swire

Talle, German steamer, 828, Calender, Aug. 20, Meyer & Co.
Taksang, British str., 977, Baker, Aug. 26, Jardine, Matheson & Co.
Tientsin, British str., 1,201, Armstrong, Aug. 23, Butterfield & Swire

Toonan, American str., 956, Blotzen, Aug. 25, Douglas LaPraik & Co.
Trigona, British str., 1,068, Powell, Aug. 21, Arnold, Karberg & Co.
Tylova, British str., 4,501, Barwise, Aug. 28, Butterfield & Swire

Victoria, American str., 2,112, Panton, Aug. 1, Dobvill & Co., Limited
Wongkoi, German str., 1,198, Harding, Aug. 24, Butterfield & Swire
Yuenang, British str., 1,128, Rolfe, Aug. 25, Jardine, Matheson & Co.

SAILING VESSELS.

Brixenz, French ship, 1,400, Giorio, Aug. 7, Order

Celeste Burrill, British ship, 1,764, Jeffry, May 29, Order

Francis Copel, French barque, 1,726, Donet, July 25, E. A. Trading Co., Limited

Geo. Valentine, Fr. bark, 594, Harbert, Aug. 23, Order

Holliswood, Amr. bark, 1,084, Knight, June 14, Order

I. F. Chapman, Amr. ship, 2,018, Chapman, Aug. 10, Arnold, Karberg & Co.

Launberg, Brit. bark, 1,215, McDougall, Aug. 14, Master

L. Schopp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co.

Manuel Lagunas, Amr. ship, 1,551, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Rhind, May 31, E. A. Trading Co., Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

Susquehanna, Amr. ship, 2,590, Bailey, July 25, Order

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To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the glossaries and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

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Hongkong, 18th March, 1901 [782]

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Hongkong, 20th April, 1901. [1027]

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